

WHAT IS CLAIMED IS:

1. Method for determining a journey time for a journey route for a following vehicle traveling in a sequence of vehicles, having the steps,
 - journey profile data is registered by at least one vehicle traveling ahead in the sequence, the journey profile data comprising at least a travel time or data from which it is possible to determine the travel time, for a route component between two positions on the journey route,
 - the journey time for a route comprising the route component is calculated from the journey profile data,characterized in that journey profile information which comprises the journey profile data or the journey time is transmitted, using vehicle-to-vehicle communication, from at least one transmitting vehicle traveling ahead to at least one receiving following vehicle.
2. Method according to Claim 1, characterized in that the positions are the current position of the following vehicle and a position on the journey route ahead of the following vehicle.
3. Method according to at least one of Claims 1 to 2, characterized in that the positions at which the travel times are registered have fixed distances.
4. Method according to at least one of Claims 1 to 3, characterized in that the transmission of journey profile data is carried out by transmitting parameters of functions which represent the journey profile data.
5. Method according to at least one of Claims 1 to 4, characterized in that a plurality of vehicles traveling in the sequence receive journey profile information from vehicles traveling ahead and transmit journey profile information, the vehicles forming a communications chain in such a way that at least parts of the journey profile information respectively received by the vehicles and/or overall travel times determined

therefrom can be transmitted further by the receiving vehicles to vehicles which follow in the sequence.

6. Method according to at least one of Claims 1 to 5, characterized in that the journey profile information which is transferred to following vehicles is restricted to a specific radius around the transmitting or receiving vehicles.

7. Method according to Claim 6, characterized in that the radius is determined by chronological accessibility.

8. Method according to at least one of Claims 1 to 7, characterized in that the journey profile information which is transmitted by the vehicles contains at least an overall journey time for one journey section which is determined by two journey section boundaries in each case.

9. Method according to at least one of Claims 1 to 8, characterized in that the transmission of the journey profile information by the vehicles is triggered by predefined journey section boundaries being reached and/or by the reception of journey profile information of vehicles traveling ahead.

10. Method according to at least one of Claims 1 to 8, characterized in that the transmission of the journey profile information by the vehicles is triggered by the reception of a journey information inquiry.

11. Method according to Claim 10, characterized in that the journey information inquiry is transmitted by one vehicle to at least one vehicle traveling ahead in the sequence, and the vehicles traveling ahead in the sequence transfer the journey information inquiry to further vehicles traveling ahead until the journey information inquiry has been transferred to the frontmost vehicle traveling ahead which has already reached a destination specified in the journey information inquiry or has already reached the next journey section boundary.

12. Method according to Claim 11, characterized in that the journey information inquiry contains a current vehicle position of the vehicle which is respectively transmitting the journey information inquiry, and the journey profile information transferred to at least one following vehicle comprises an overall travel time between the current vehicle position and the destination or the journey section boundary, the overall travel time being calculated by summing travel times transmitted back, from the frontmost vehicle traveling ahead, to the vehicles involved in the passing-on of the journey information inquiry.

13. Use of the method according to at least one of Claims 1 to 12, characterized in that journey times are determined for at least two alternative journey routes, an optimum journey route being determined by selecting the alternative journey route for which the shortest journey time has been determined.